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[a34-1]

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[a1472]

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[25]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 28th, 1910.

In the absence of any official statement concerning the hunting down of the Colowan pirates, and in view of the conflicting reports published in the local Press, it is difficult to gauge the true state of affairs at Colowan, or to comment on the measures adopted by the Portuguese in putting an end to a situation which a few months ago would have been deemed impossible. It is generally considered, however, that the capture of the pirates has been unduly prolonged, and that the escape of a large number of them was due to the incompetent direction of affairs. For our part, we would prefer to await an official report before coming to conclusions which might prove erroneous. True, it is nearly a fortnight since the pirates' stronghold was discovered, and when the outlaws refused to surrender the Portuguese adopted measures which promised speedy submission. But since the bombardment the action taken appears to have been anything but energetic, and after these many days some of the pirates are said to be still at large. Commodore We's statements to our representative that the Portuguese "did not seem to like to catch the pirates," and that "he left Colowan because he was sick of it," are suggestive. Had the gallant Commodore been in charge of operations we may take it that the issue would have been brief.

The alternative to prompt surrender would have been, in all probability, immediate aggression. Chinese troops would have been led forthwith to the fray, and it might not have been long before all the pirates were killed

or captured; but at considerable loss of life. It may be that the Portuguese were actuated by more humane motives. Their courage is beyond dispute, for it has been proved, and in this instance it is possible that the officer commanding wished to keep the death roll as low as possible.

This seems the only feasible reason for the long-drawn delay in allowing the curtain to drop on an unpleasant Eastern act which at home will be read as a story from the realm of romance. Whatever the reason for the supposed delay, it is evident that the trouble is now practically at an end. The warships have been withdrawn from the island as well as a number of the troops, but the garrison has been strengthened, presumably to meet any contingency that may arise. As an outcome of this affair, it is distressing to observe the attitude adopted by a certain section of the Chinese, in the minds of whom, apparently, the ill-feeling which was the result of the boundary dispute still rankles. With two equally matched prize-fighters rivalry will prevail until one gains a decisive victory, and so with regard to the Macao Boundary question, disputes will continue until a definite settlement is established. This is the first opportunity, since the dissolving of the abortive Commission, that the anti-foreign agitators, patriots, or whatever else they style themselves, have had an opportunity of re-suscitating this much vexed question, and they are taking advantage of it. Because Colowan is part of the territory in dispute, some Chinese have gone so far as to side with the outlaws, whom in other circumstances they would fear as much as they would shun. The Portuguese is branded as a usurper, and the pirate is exalted as a patriot. It is plainly manifest, however, that such a view could be taken only by a section of agitators or revolutionaries. The law-abiding Chinese, who have suffered for a lifetime at the hands of the desperadoes whose trade is plunder and murder, would not, even for the satisfaction of having the boundary question settled, join issue with their natural enemy, the pirates. But the agitator is not particular from which direction the spark blows, so long as it ignites and spreads among the masses, while the revolutionary, in any trouble that may arise, always hopes to see a chance of overthrowing the dynasty. Our Canton Correspondent recently wrote stating that he heard the people of Hongshan were very excited over late events and were openly in sympathy with the pirates, whom they regarded as patriots. "There is talk," he continued "of an organised attack to be made on the Portuguese Settlement, but it is probable that these stories have very little foundation. Nevertheless, the people of the Hongshan district are a very turbulent set, and it would take very little to rouse them to make trouble."

That's just it. It is all talk just now, mostly froth and bubble, but it is extending over the Empire, and unless it is checked it may develop into something more serious. Most of this world's troubles emanate from discontented talk, and in China the trade of the agitator is often followed by action. Once the minds of the masses are inflamed, the right or wrong of a cause is past consideration. And this is what these malcontents are now apparently bent on doing: inflaming the minds of the people with imaginary wrongs to their country, and thereby stirring up strife. But the Peking Government has successfully intervened on such occasions before, and no doubt on this occasion they will take adequate steps to prevent disorder arising, and will find means to suppress the agitators. As far as the Colowan affair is concerned, it is almost impossible to believe that the existence of this large band of pirates on the island was unknown to the Portuguese officials stationed there, especially in view of the fact that the outlaws appear to have retained numerous captives. But, no doubt, an inquiry will be held, and the true facts connected with the affair will be established.

The Siberian Mail of the 4th July was delivered in London on the 24th inst.

Mr. J. Dickinson, American Secretary for War, arrived at Manila on Monday.

The Chinese who was charged with stealing a sum of nearly \$10,000 from a shop in Wing Lok Street was discharged by Mr. J. R. Wood at the Magistracy yesterday.

An Italian barber in the employ of Messrs. Campbell, Moore & Co., was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$10 and \$2 compensation for assaulting a coolie.

From the American Consulate-General, Hongkong, we have received a copy of the telegram quoted, which was despatched from the Manila Observatory at 10.50 a.m. yesterday:—Cyclone or typhoon E. of Naha moving N.W.

Before Mr. E. B. Hallifax at the Magistracy yesterday a native was charged with entering the house of Mr. Savage, chief sorter at the Post Office, and stealing a watch and chain, a number of liquor glasses and a blanket. The offence was proved, and the thief was sentenced to six weeks' imprisonment with hard labour.

The naval authorities in Java feel uneasy about increasing colour-blindness among officers. Those in the torpedo and signalling services will have their eyes tested. All naval officers will be forbidden to wear spectacles. Those wearing them now will be exempted and will be retained in the service, but they lose all chance of promotion in the torpedo and surveying branches.

June, 1910, will be remembered as an abnormal month in Sandakan, says the *B. N. E. Herald*. The rainfall has been most unusual for this time of the year and has put a stop to tennis, cricket and all outdoor games. The total rainfall registered at the Civil Hospital was 13.58 inches on 13 days. The rainfall for June, 1909, was 7.59 inches. Reports from Kudat and Jesselton also record unusual rains.

In many parts of Java, the people are planting rubber on their own account—too much so in the opinion of some officials. For instance, at one place, the district officer ordered all the rubber plants to be rooted out on the ground that the upkeep of the plantations would be too heavy a burden on the people. His superiors have since called him to account for it.

Hard times are in store for the Opium Regie in Indo-China, which draws two-thirds of its supplies of the drug from China. It is feared that shortly the Chinese government will prohibit altogether the exportation of opium from its territory. Indo-China will then have to turn to India, where restriction is now shortening the supply. These rocks ahead will be a source of serious dangers to the Regie.

Negotiations for restoring Taku to China have been held between the Waiwui and the Diplomatic Corps in Peking, but so far nothing has been concluded. A Peking dispatch states that the conditions of the restoration are as follows: 1—No fortress will be allowed to be constructed there. 2—Taku will not be allowed to be transformed into a naval station. 3—No arsenal will be allowed to be established there. If China agrees to these three articles Taku will be restored to her.

PIRATE HUNT AT COLAWAN.
[FROM OUR OWN CORRESPONDENT.]
MACAO, July 25th.
Since the discovery of the entrance to the caves occupied by the pirates the land force has had a busy time endeavouring to clear every living creature out of these holes. During the night firing was maintained between the soldiers and the robbers at bay, and to-day more than thirty men and women have been sent over here for safe custody.

Attempts have been made to smoke the pirates from their lair, sulphur and other material being burnt at the mouths of the caves, and several desperate people have been glad to rush out and risk meeting the soldiers.

The gunboat *Patia* went to Colowan last night.

The hunting will be resumed again to-day, as it is believed there are many people still in hiding.

AN INTERESTING YARN.
The *Peking Daily News* says in a recent issue:—

There is absolutely no truth in a recent report which appears to have originated from Hongkong, to the effect that there has been trouble between the Chinese and the Portuguese in the vicinity of Macao. According to this report an attack was made by a gang of pirates on the Portuguese soldiers who were patrolling the roads leading from certain Chinese villages in the vicinity of Macao, and that three of these soldiers were killed and four wounded. In order to avenge this attack, the Macao Government was said to have sent Portuguese gunboats which attacked the villages, many of the inhabitants of which were killed.

In addition to this, the Macao Government proposed to establish martial law in the district. It is needless to add that the above report is a pure fabrication and has not the least foundation in fact.

LAWN TENNIS LEAGUE.
FINAL TABLE FOR 1910.

CLUB.	P.	W.	L.	P.
Y.M.C.A.	8	8	0	16
Kowloon	8	7	1	14
Civil Service	8	5	3	10
Queen's College	8	5	3	10
Watson's	8	5	3	10
Craigswater	8	3	5	6
Chinese Y.M.C.A.	8	2	6	4
Wigwam	8	1	7	2
Talkoo	8	0	8	0

Mrs. Atkinson has kindly consented to present the Shield and medals to the winners next Saturday, when they will play a match at the Regue, whose team will be: Hon. Dr. Atkinson, J. R. Wood, H. Humphreys, R. E. O. Bird, Rose and A. D. Brown.

PRINCE LEAVES FOR POLAR WATERS.
The steamship *Majna*, which is visiting Arctic waters in order to ascertain if an attempt to reach the North Pole in a Zeppelin airship is feasible, has left Kiel.

She had on board, Prince and Princess Henry of Prussia. The Princess, however, will leave the vessel at Brunsbüttel, a port at the western end of the Kiel Canal.

The *Majna* carries a small and select party of experts and an elaborate scientific equipment. She touches at Bergen and Tromsø, and then steams direct to Spitzbergen. From there the party embarks on a small Norwegian ice steamer, the *Phenix*, which will take them into those northern seas where it is necessary to make observations.

The ice steamer will remain in wireless telegraphic communication with the *Majna*.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[“DAILY PRESS” EXCLUSIVE SERVICE.]

SHANGHAI FINANCIAL CRISIS.

SHANGHAI, July 26th.

The rubber boom has drained all ready money from the Settlement towards the Straits and depleted the native banks of specie.

The failure of a prominent Chinese merchant has resulted, and four native banks are closing, being unable to meet native ten day orders.

Two and a half millions are held by foreign banks against goods delivered, and a crisis is threatened.

The Chinese Authorities, Bankers' Guild and Chamber of Commerce, and foreign banks have held a meeting, as a result of which the native banks have obtained a loan of three and a half lakhs from foreign banks to enable them to honour native orders and prevent further crashes.

PEKING, July 27th.

The Central Government approves of the Shanghai Pootai's scheme for obtaining tools 3,500,000 from foreign banks to relieve the native banks at Shanghai.

[REUTERS'S SERVICE TO THE “HONGKONG DAILY PRESS.”]

NEW JAPANESE TARIFF.

LONDON, July 26th.

Mr. Buxton, replying to a question in the House of Commons to-day, said that the Board of Trade were fully alive to the probable detrimental effects on British trade from the new Japanese tariff. Many representations had been received, careful inquiries were being made, and Sir Edward Grey was in communication with the Japanese Government on the subject.

A CASHIER'S FRAUDS.

LONDON, July 26th.

Besides the \$600,000 (gold) belonging to the Russo-Chinese Bank, Wider, the cashier who absconded from the New York branch, is also reported to have taken \$500,000 in bonds belonging to customers.

THE INDIAN ESTIMATES.

LONDON, July 27th.

On the debate on the Indian Estimates in the House of Commons to-day, the Hon. E. S. Montagu said the new treaty with Bhutan was evidence of the Government's intention not to allow foreign interference in Nepal, Sikkim or Bhutan. He was glad that those states shared in the determination as regards Tibet. The Government had made it clear to China that they would require strict conformity with the Anglo-Tibetan Convention of 1904 and the Anglo-Chinese Treaty of 1906. The assurances received from the Chinese Government left nothing to fear regarding its good faith. Referring to the opium question, Mr. Montagu said that China claimed that she had reduced her output by more than three-tenths. There was no absolute proof that this was so, but there was no reason to doubt it. His Majesty's Government accordingly waived the production of statistical proofs and offered China an extension of the agreement for three years more. With reference to the suggestions to shorten the period, China itself suggested ten years, but it was not suggested that there should be any reduction nor any alteration which would involve serious administrative financial considerations. The Government was examining in a friendly spirit America's tentative

programme for another Opium Conference to be held at the Hague, but could not agree to a discussion of Britain's diplomatic relations with China. It was also desirable to know whether the Powers were willing to deal with the exportation of morphia and cocaine to the East.

Supreme Court.
Wednesday, July 27th.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUNISH JUDGE).

THE STORY OF A BLOUSE.
Miss A. Rosa, of “Le Chic” dressmaking establishment, Kowloon, sued Mrs. M. Piggott to recover \$11.35 cents for work done and material supplied. Plaintiff was represented by Mr. J. H. Gardiner, and defendant did not appear.

Defendant's husband informed the Court that his wife was ill and could not attend. The whole question was that his wife never had the goods. The things she had she paid for.

His Lordship—I don't see how we can get on without her.

Mr. Gardiner said the transaction was that plaintiff and another carried on business in Kowloon under the style of “Le Chic.” Defendant ordered certain goods which were supplied to her and a reasonable price was charged. Among other things she ordered seven blouses. At that time she was expecting some money from a friend in which her husband was concerned.

His Lordship—We can't go into that.

Mr. Gardiner said he was only explaining the position. Defendant subsequently took an old-fashioned blouse to plaintiff with instructions to re-make it according to latest models. When it was finished defendant said she wanted an evening blouse, and not a morning blouse.

His Lordship—I don't see how we can get on without defendant: it is only wasting time.

Sergeant Piggott—My wife is under medical treatment and will be for some time. I know as much about it as my wife; I was there when the things were ordered and I paid the money.

His Lordship—There is no chance of a settlement?

Mr. Gardiner—I think we will have to fight the question of the blouse out.

His Lordship said it was impossible to go on with the case in the absence of defendant, and adjourned it sine die.

HEAVY SENTENCES PASSED ON SNATCHERS.
A Chinese man, and a boy of fifteen, appeared before Mr. J. R. Wood at the Magistracy yesterday on charges of snatching. The two defendants, and a third rogue who escaped, appear to have worked together. Their first victim was the four year old daughter of a dentist, whose earrings were pulled from her ears while sitting at the door of her home. A few days later as a girl of nine years was walking along the Wanchai Road the defendant accosted her, snatched her earrings and ran away. A subsequent theft was committed at the Coffee Plantation. A small boy and girl, whom the accused met in Kowloon Street, were lured to the plantation by promises of beads and presents, and when they arrived there the thieves relieved the girl of her earrings and departed. His Worship sentenced the man to nine months' imprisonment with hard labour, four hours' stocks and twelve strokes of the birch, and the youth, who had a previous conviction, to four months' imprisonment and twelve strokes of the birch.

BAND CONCERT.
The second band performance in the Botanic Gardens took place last night and proved very enjoyable to those who attended. The number was larger than before and most of the seats were occupied. The musicians had the satisfaction of knowing that their efforts were appreciated, and the Buffs Band added considerably to its local reputation.

Programme:
PART I.
1. March “Nibelungen” Wager.
2. Overture “Oberon” Weber.
3. Selection “Cavalleria Rusticana” Mascagni.
4. Piccolo Solo “Danse des Sylphes” Le Thiére.
5. Ball Piece “Les Vaux des Cloches” Lagini.

PART II.
6. Suite “Peer Gynt” Grieg.
7. Selection “The Dollar Princess” Fall.
8. Selection “Patience” Sullivan.
9. Vocal Galop “Always Joyful” Becker.

DEATH OF THE HON. C. S. ROLLS.
London, July 12th.

Mr. Rolls was about to alight for the competition, and was coming down in front of the stand, when the tailpiece seemed to break. The machine gave a violent lurch and fell at a terrific speed in a straight line to the spinning round, framework buckled in the air, spinning round, Mr. Rolls was flung in the air, and his legs were entangled in the framework. The doctors carefully extracted him, and vainly attempted to revive him. Death was instantaneous and was due to concussion of the brain. The disaster was witnessed by crowds.

Expert eye-witnesses declare that the pivot of the tail of Mr. Rolls's machine snapped. The bamboo stay broke and allowed the propeller to start the work of destruction. It is believed that an abrupt descent against the wire for the purpose of landing in the alighting ring overstrained the machine. The crowd was horror-stricken and distressed at the catastrophe to the favourite.

The American cruiser *Rainbow* arrived here yesterday from Manila.

CANTON.
[FROM OUR OWN CORRESPONDENT.]
July 25th.

KILLED BY A TIGER.
At Tak Hing there lived a poor widow who got her living by working in the fields. Her home was in a little hut which she had built about three miles out of the village. Here she lived with her two orphaned grandchildren, aged respectively 11 and 7. A few nights ago the unfortunate woman went down to the stream to bathe and while on the bank she was seized and carried off by a tiger. The poor children waited for their grandmother to return, but in vain. The next day they went to the village and told about her disappearance. Search was made for her and a few mutilated fragments of her body were discovered in a field some distance from her hut.

INCONSISTENCIES.
In a curious article the editor of one of the local papers says that the actions of the Provincial Government are like those of a childish game. He then proceeds to point out a number of inconsistencies. The police prohibit the making of speeches in the public streets, but the Military Bureau send out men to make speeches on the usefulness of surveying. The police wish to restrict gambling, but the financiers are powerful enough to set the law at defiance and to keep the houses open until a late hour. The police have prohibited actresses, but police officers are guilty of immoral conduct with these women. The Imperial Government prohibit illegal modes of punishment, but provincial magistrates apply it at their will. The Imperial Government wish to put an end to gambling, but the officials devote their spare time to “Ma Cheuk Pai.” The Imperial Government has prohibited the trade in human beings, but the officials buy girls for concubines.

LIKIN TROUBLES.
It is reported that the Viceroy has received a dispatch from Peking ordering him to give an explanation of the many reports of the mismanagement of the likin system that have reached the capital. It is said that the accounts are falsified, bribery goes on to a large extent, and that merchants having plenty of money are able by means of a “present” to the right person to get their goods through without trouble. It is also stated that many of the posts in the likin service are mere sinecures, and that hundreds of expectant and their friends are fattening on money which should go to the coffers of the State. If these charges indeed be true, there is likely to be a good deal of trouble in official circles concerning it.

ESCAPE OF PRISONERS.
Three prisoners confined in the Nam Hoi gaol yesterday made their escape, and a reward of a hundred dollars each has been offered for their recapture. To-day the two wardens on duty are to receive punishment, one a hundred strokes and the other double that number.

ROBBERY AT SUN WUI.
A daring case of armed robbery has occurred at Sun Wui in the Sun Wui District. A band of armed robbers raided the house of a rich family named Au, and afterwards looted the houses of six other families. Several boys, a slave girl and an infant, besides much property, were taken away. The most wonderful thing is that to get to the village the bandits had to pass a military camp, and the soldiers saw them going, and also saw them return with their prisoners and plunder, but made no attempt to interfere with them. One can only come to the conclusion in cases like this that these soldiers are either arrant cowards or are in league with the robbers.

WEATHER REPORT.
The Hongkong Observatory yesterday issued the following report:—
On the 27th at 12.05 p.m.—The barometer has risen slightly at the Bonin, and fallen moderately to slightly over N.E. Japan, S.W. Japan, the Loochoos and China.
The depression is now situated to the E.S.E. of the Loochoos. It continues to move towards N.W.
Pressure remains high over the Pacific to the E. of Japan, and relatively low over N. China.
Light to moderate S.W. and W. winds may be expected in the Formosa Channel and along the S. coast of China.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood. W. and S.W. winds, light to moderate fine.
Formosa Channel. Same as No. 1.
South coast of China between N. and S. Same as No. 1.
Hongkong and Loochoos. Same as No. 1.
South coast of China between N. and S. Same as No. 1.
Hongkong and Hainan. Same as No. 1.

Mr. Werner Laurie is publishing shortly “Thirty-five years in the Divorce Court,” by Henry Edwin Fennell. The author was for 30 years reporter for the Divorce Court for the *Daily Telegraph*. His work is of a unique character, and never before has one been published dealing with five Presidents of the Divorce Division, commencing with Lord Hannan, the chief builder of divorce law. Mr. Fennell includes character sketches of well-known practitioners, and the work is replete with anecdotes, treating in a chatty way all the principal matters that come before the Court. The following are among some of the subjects touched:—Partners in the Divorce Court; Why Prosecutions are so rare; Damages from One Farthing to £25,000; Platonic Love; Niggling Wives; Cruelly Cursed on the Part of Husbands and Wives; Suggested “Court of Conciliation”; Children and Divorce; Confessions of Wives; Private Detectives and their Methods; The King's Proctor and his Duties; Mothers-in-law and their Influence on Divorce; Lady Litigants; The Benefits of Publicity; Witnesses and their Ways and Abuse of Cross-examination.

REVIEWS.

The History of China. By DEMETRIUS C. BOUTON. London: W. Thacker & Co.

The re-appearance of this standard work is an event of considerable literary importance in the Far East. Since the publication of the first edition the subject of the Chinese Empire and people has become of greater interest and more direct moment not only to the English reader, but to the world, a fact which justifies the publication in compact and convenient form of the present revised edition.

The task set himself by the author is no light one. To glean from the mass of tradition and apparent contradiction in records of doubtful value something reliable is a work of great difficulty, calling not only for a wide discrimination but an extensive knowledge, and the application and diligence which the historian has exercised in this great undertaking has received its reward in the recognition accorded the work. Not only does the history itself receive the approbation of those competent to pronounce upon its accuracy, but it merits the approval of the ordinary reader, the man or woman who, taking up the book with a dread that it would contain a dull and prosy record of doubtful historical events, finds instead that it reads like a novel. It is as fascinating as a romance. A literary style, distinguished by its lucidity and forcefulness of expression, is not the least merit of the author, who has laid the growing number interested in China under a deep obligation.

It is of course stating the obvious to say that a perusal of this work will prove informative. It is not too exhaustive to prove bewildering to the ordinary reader, nor too discursive to leave no impression. The salient features of China's history are presented in a manner that will appeal to the British reader. For instance, when we read that the Emperor K'ang-hsi abandoned a certain Minister of his, the incident is impressed as corresponding to the action of Charles the First when he abandoned Strafford. Then again the larger events are explained. The events leading up to the rise of a certain dynasty are grouped and described so as to make "history intelligible" and one goes through the two large volumes with a pleasant sense of travelling the easy road to knowledge.

Another characteristic of the author is his sympathy. He does not write from an outside point of view. He seeks to understand the Chinese, he seeks to make others understand them, and he shows a sympathy and appreciation which other historians would do well to cultivate. In illustration we would quote his words in summing up the reign of the Emperor K'ang-hsi: "It is only needful now, in drawing to a close our description of this long and eventful reign, to say a few words on the subject of the personal character of the prince of whose career not the least notable incident was that it witnessed the consolidation of the remarkable Manchu conquest." We have seen K'ang-hsi as he appears from the public acts and magnificent exploits of his reign. They show him wise, courageous, magnanimous, and sagacious as the sovereign of a vast Empire and of a multitudinous people. His private life, and those minor traits which so often reveal the true man better than his set conduct on the platform of public life, confirm the view impressed upon us by the record of his reign. The character of few rulers will bear the same searching investigation as his will. In the smallest affairs he seems to have been truly great, and his virtue was conspicuous in all he undertook.

Even when he comes to write of the advent of the foreigner and the attempts of the Chinese to resist the inevitable he does not fail to explain their duplicity and deceit, ascribing it of course to a sense of patriotism rather than to perversity or wickedness. It is unfortunate that the historian could not take into view the more recent happenings in the Empire, such as the prospect of a constitution, but that history of course is still in the making.

The All-Rail Route. London: Messrs. Christophers.

This handbook to the journey by the Trans-Siberian Railway between Europe and the Far East is of considerable value, especially to the traveller from home. The author of "The All-Rail Route" made the journey from Bombay to London last year, visiting the chief places of interest, and presents a very useful account of the trip, supplemented with a quantity of practical information. Apparently he liked Hongkong. He remarked that it was so cold here that the "residents were going about in furs." Probably some were. It is interesting to note that he advises the ordinary tourist to go through Siberia without halting at any of the towns, as accommodation is limited. The photographs are of variable value, and some could with advantage be omitted.

Three Modern Seers. By Mrs. HAVELock ELLIS. London: Stanley Paul & Co.

Though not so well known in the realm of literature as her husband, whose contributions to advanced thought and philosophy have established a considerable reputation, Mrs. Havelock Ellis is a lecturer of no mean ability. But though this is her forte, she has found time for other activities, and several publications from her pen have been favourably received. Her latest effort is well described as a "fascinating exposition of the teaching of James Hinton, Nietzsche and Edward Carpenter." The first was a remarkable genius, too little understood, and Mrs. Havelock Ellis endeavours to make his mystical message more clear. A she points out, many of his ideas, expressed in somewhat startling language, doubtless gave the world a wrong impression of this original thinker. "It has to be admitted that he lacked ballast. Practically every genius does. Still,

James Hinton is worth understanding or trying to understand. Nietzsche has many admirers, and the exposition of his philosophy will be as welcome to those already acquainted with his works as to those who have yet to make their acquaintance. Edward Carpenter, who might be termed the Walt Whitman of England, is also presented. "His philosophy has a subtle suggestiveness for everyday use in politics, economics, morals, domesticity, and all the complexities of modern civilisation." "Carpenter's value as a reformer is, that his message or philosophy can be applied equally to the right making of a pudding or the fine framing of new national laws, and yet the very pitch of his message has to do with the things which are not temporal, but eternal." Sentences like these illumine the treatise. They sum up the characteristics and teaching of the philosopher, and they reveal the sympathy and insight of the writer as well as the force and beauty of her style.

AIRMAN KILLED.

TRAGEDY AT FLYING MEETING.

A brilliant opening of the grand flying week of Rhinow, where eighty aeroplanes were assembled, was marred by a terrible accident on July 23rd.

At ten minutes past six the Antoinette monoplane driven by M. Charles Wachtler suddenly collapsed at a height of 500 feet and crashed to the ground with the airman, who was killed instantly.

I had just written in my despatch, says *The Daily Mail* correspondent, of the stupifying impression produced by the progress of man's conquest of the air, as revealed by to-day's marvellous flights, when, looking over to where a covey of aeroplanes was centring the eastern pylon, I saw an Antoinette monoplane, gliding down from a good height, suddenly fold up like an umbrella and drop straight to earth. It left in its track a great white remnant of wing, which dropped slowly to the ground.

A squadron of Dragons who were first on the ground found the airman dead beneath the fragments of his apparatus. His skull was driven deep into the ground and the vertebral column was broken.

I ran a mile across ploughed fields and through crops, and found the remains of the monoplane in an outfield. M. Levasseur, builder and designer of the aeroplane, quivering with emotion, was seeking among the debris. The ambulance had already removed the body to the aerodrome hospital. His friends begged M. Levasseur to be calm. M. Levasseur was there with M. Farman, while a boy, with tears running down his face, tore off fragments of the wings as souvenirs of his dead master.

The tragedy was seen by M. Wachtler's wife, who watched her husband's flight through her glasses from the sheds—much as Mrs. Elton-Brown witnessed the death of that modern Icarus her husband when he fell into the sea at San Sebastian.

The accident was caused through the wings of the aeroplane folding up above the airman's head. An officer who saw his fall from close by says the airman stood in his seat and watched the folded wings as he fell.

M. Wachtler, who was a workman at the Antoinette school at Mourmelon, was making his first appearance in public. He flew to the Rhinow Aerodrome from Mourmelon yesterday and made a splendid flight this morning, covering twenty-eight miles in forty-three minutes. This afternoon he made a wonderful flight in very heavy rain, and this performance was the cause of his death. It is thought the rain may have injured the structure of the machine.

He flew nearly sixteen miles in drenching rain and continued circling the aerodrome after the rain had stopped and a gorgeous rainbow spanned the eastern horizon. We who saw M. Wachtler, his white wings bathed in the purple light, will long remember his last flight as a noble prelude to his passing.

The accident was a tragic finale to a day of wonderful impressions. Those who had come to the second Rheims meeting with the belief that it would not greatly surpass last year's historic "grande semaine" were founded as aeroplanes after aeroplanes took the air and winged away to join the flock of huge curvetting, plunging birds already aloft.

SIX FLYING ACCIDENTS.

Six aeroplanes were damaged in little more than an hour at the end of the first All-British flying meeting at Wolverhampton on July 2nd. The British airman, anxious to show what they could do, and disgusted with the bad weather which had all the week rendered flying almost impossible, braved a highly treacherous wind. First Mr. Cecil Grace roared and swayed through the air for two circuits of the narrow aerodrome before his engine began to misfire. He failed to clear some iron railings and charged them with the speed of an express, rain tearing a gap fifty feet wide in them and jipping the landing chassis away from his machine. The pilot kept his seat and was uninjured.

Messrs. Grahame-White, Gibbs, and Rolls then raced round the track together in the wind, each at a different elevation. Mr. Rolls was first, Mr. Grahame-White followed him, and close behind came Mr. Gibbs on his racing Farman biplane. The back-draught from Mr. Grahame-White's propeller caught Mr. Gibbs' biplane, which quivered, stood still, twisted round in the air, and crashed to the ground. It was removed piecemeal from the track with scarcely a spar unbroken. The airman escaped with nothing worse than some bad bruises.

Mr. Ogilvie, flying his Short-Wright biplane, was caught by a downward gust and hurled to the ground from a height of 60ft. Again, as if by a miracle, the pilot crawled from the wreckage uninjured.

Mr. J. Radley insisted upon fighting the wind upon his Blériot monoplane, and the crowd held its breath. Another accident seemed certain, and it came. The rear plane suddenly rose, and the monoplane dived head foremost to the earth. It lay shattered and unrecognisable. Motor-car shot out towards the wreck. Before they reached it Mr. Radley, quite cool and collected, shook himself free of the wreck.

JAPAN'S NEW CUSTOMS TARIFF.

The following letter to *The Times* is of more than ordinary interest:

Sir,—I must apologise for sending this letter to you instead of to an engineering journal, but as *The Times*, besides its leading position in England, is the only newspaper whose opinion is considered of any value by the Japanese Government and people my reason for doing so is obvious.

Those resident in this country fully recognize that the Japanese Government is justified in increasing the rates of import duty so that the national industries and manufactures may be encouraged especially as the extension of these will provide a future for the thousands of most innocent students who at present have nothing to look forward to after leaving school or one of the universities. At the same time no British can possibly admit that Japan's best friend should in consequence suffer out of all proportion to other countries. That this will be the case the following will prove:

The present rates of import duty on machine tools, cranes, hydraulic machinery, pumps, steam, oil and gas engines, spinning and weaving machinery, boilers, &c., is 15 per cent. *ad valorem*, on printing machinery 20 per cent. *ad valorem*, the imports from all countries being charged alike.

The new duties coming into force next year, instead of being charged on value as at present, will be charged specifically, and in the case of the above-mentioned articles and many others by weight. As British machines, producing the same results, are heavier than those of other countries, they will have to bear a proportionately higher rate. To show how this works out I give the results of 36 calculations of the new duties on the duty which will be charged on printing machines and how we shall be placed in competition with other countries interested in this market.

The new duties are as follows:—
"Printing machinery not weighing more than 250 kilograms (552lb.), 20 per cent.; all others, Yen 2.90 per 100 lbs. (12s. 6d. per 132.277lb., or £10 3s. 11d. per ton *avoir*.)"

Leaving out the first clause, for no printing machines are so light as mentioned in it, the second need only be considered. If my machines of 250 kilograms (552lb.) weigh 400 lbs., the new duty of 19 per cent. of duty will be 76 per cent., whereas German machines will, in like manner, only pay duties of from 10 per cent. to 17 per cent., and American from 9 per cent. to 18 per cent. Is this fair?

It might also be asked—Is it wise? For it comes to this, with almost all machinery, that the higher the price and the firmer the construction the less will be the percentage of duty charged.

What the new duties are in force the Japanese Government will practically say to its nationals: "Though we are aware that heavy machines run smoother and last longer than light machines do, and that they are also less liable to break down, still, should two machines producing the same results be offered you at the same price, we will tax you a larger amount if you purchase the heavier one."

Englishmen have always justified themselves on the substantiality of their machines, but as far as this market is concerned, this will in future prove to be a disadvantage—I am, Sir, yours obediently,

T. REDDIMAN JOHNSTON.

Tokyo, June 2.

EMPIRE'S MARKSMEN.

ENGLAND'S VICTORY.

Under the most trying weather conditions, the United Kingdom's team of eight marksmen vanquished the four other teams of Colonial competitors in the Empire match at Bisley on July 2nd. It was in several respects a most notable and distinct victory for the Mother Country's riflemen. In the first stage of the contest, fired on Friday, ten shots each at 200 yards, 500 yards, and 600 yards, they led by but a few points. The match has now been won twice by Australia and once by the Mother Country.

Indeed, the picked and opposing teams from Canada and Australia were properly quite sanguine that at the longer ranges to be shot over on Saturday, ten shots each at 800 yards, 900 yards, and 1,000 yards, the result would be reversed. The Canadians, with their stronger shooting arm, the Ross Rifle, Mark II, Star II, led the most confident that their weapon would assert for them its superiority at these longer distances. But the issue of the match, decided in thunder, hail, rain, and tropical down-pours, with intermittent bursts of sunshine and wind-squalls doomed all their hopes to failure. In spite of these variable and violent conditions, the United Kingdom's team won with the grand record score of 2,177 points, or 73 above the second highest score.

The first Empire match was won by Australia, and the second by Great Britain and New Zealand. The top score on that occasion was 2,104, whilst the Home Country team stood third, one point behind New Zealand, with a total of 2,053 points. The totals of both days made in the Empire match were as follows:

Mother Country	2,177 points.
Canada	2,105 points.
Australia	2,045 points.
India	1,973 points.
New Zealand	1,967 points.

It was truly a magnificent contest, marred only by the recurrent fury of the rain-squalls. But for these there can be no doubt that the scores would have stood considerably higher all round. At times the downpours were like the falling waters of cascades, and the targets were rendered temporarily invisible. There was the discomfort, for the marksmen, of the chill temperatures of a wintry July, in addition to the thorough drenching from beating showers as the men lay prone, from which neither oilskins nor macintoshes could save them. It was not until the 900 yards and the 1,000 yards ranges, that the targets came to be missed by the riflemen, and "outers" (2's) and "maggies" (3's) were recorded instead of "miners" and "ball-eyes." The India and the Singapore teams suffered most in these respects. Doubtless, but for their peculiarly bad luck at the last range, Major Elliott's men from the Singapore Volunteers would have beaten the Home Country's marksmen. The Trophy shield was presented with the other prizes on the last Saturday of the Bisley meeting. As the Empire Match goes on circuit from year to year, it is probable that in 1911 it will be shot for in Canada.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s str. *Empress of India* left Yokohama on the 26th instant, at noon, for Vancouver and Victoria, B.C.

How to be Beautiful.—Keep your complexion, Mrs. Ellen's Crème Chamoisante, Lait Chamois and Special Skin Tonic, and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. WARREN & CO., LTD., Sole Agents.

RUBBER NEWS.

JAVA RUBBER AND PRODUCE.

The report for the year ended December 31 last states that the planting of Para rubber and Iloilo coffee in the old coffee land on Kali and Mirvan has been continued. The area under Para has been extended, and also interplanted with Robusta coffee. The coffee crop amounted to 599,655 pounds, which included the maiden crop from the Robusta coffee. This latter variety shows splendid growth. The Para rubber continues to grow well, and it is expected that some trees will be ready to tap towards the end of this year. Castella rubber is reported to have made very fine growth, but the methods of tapping adopted have not so far resulted in a satisfactory yield. The American block of forest land has been sold for \$300, and this amount has been credited to the capital cost of the company's estates. The interest for the year ended December 31 last at the rate of 4 per cent. on the subscribed capital has been paid as guaranteed by the vendors.

BUKIT RAJAH RUBBER COMPANY.

The report for the year ended March 31st states that the net amount at credit of profit and loss account is £114,516. It is proposed to pay a final dividend of 90 per cent. on the ordinary shares (making 150 per cent. in all), to place to reserve fund £7,500, to depreciation £1,000, and to carry forward to next year a balance of £3,566. During the year about 125,000 trees were tapped, and the yield of rubber amounted to 314,778lb., giving an average yield of 2 1/2 lb. per tree. There are about 250,000 rubber trees on the 2,504 acres planted with product. The manager estimates the following crops for the current year:—Rubber, 360,000lb.; coffee, 341 pounds; coconuts, 280,000 nuts. A resolution will be proposed to increase the directors' fees from £500 to £750 per annum with a commission of half per cent. on the gross annual dividends.

SUNGEI BULOH RUBBER COMPANY.

At the fifth ordinary general meeting held at 1, Great Winchester-street, Mr. G. A. Talbot, who presided, said that considerable expenditure had been incurred during the past year on weeding. The estate was now, however, in a position to enter the productive stage. They had 1,440 acres planted with rubber at a cost of, approximately, £45,000, including the first buildings and machinery. The company's capital would be exhausted by September, and it was the board's intention to make a further issue of shares towards the end of the year. The shares would be offered to the shareholders *pro rata* at a premium. He moved the adoption of the report, which was seconded by Mr. James Watson, who gave an account of his recent visit to the estate, and said that in 1911 they would be tapping any suitable trees over 240 acres of the 1906 planting, and over 560 acres of the 1907 planting. The report was adopted.

CICELY RUBBER ESTATE COMPANY.

At the general meeting held at the Cannon-street Hotel, Dr. S. Rideal, who presided, congratulated the shareholders on the fact that the directors could pay 140 per cent. on the preference and 135 per cent. on the ordinary shares for the past year. For the £5,280lb. of rubber which was harvested during the year the net average price realized was 18s. 4 1/2d. per lb., as against only 4s. 7d. per lb. for the previous year. During the current year they would be tapping 450 acres, equal to about half of the estate. The report was adopted.

SUNGEI CICH RUBBER ESTATE COMPANY.

At the annual meeting held at the London Chamber of Commerce, Mr. Alexander Thomson, who presided, moved the adoption of the report. He said that with the closing of the accounts on December 31st last the company passed from the purely development stage into that of a dividend-paying undertaking. For the current year a crop of 45,000lb. was estimated, and there appeared every probability that this quantity would be secured. The latest prices indicated that the new factory and machinery were all but completed, and he anticipated that by this time everything was in full working order. The report was adopted.

SUNGEI SALAK RUBBER COMPANY.

The second ordinary general meeting held at the London Commercial Sale Rooms, Mining-lane, Sir George A. Pilkington, who presided, moved the adoption of the report, and congratulated the shareholders on the steady development of their properties. Tapping had been carried out during the year, and the results indicated that the new factory and machinery were all but completed, and he anticipated that by this time everything was in full working order. The report was adopted.

MALAYAN RUBBER AND AGENCY.

At the statutory meeting of the Malayan Rubber, Loan, and Agency Corporation (Limited), the chairman said the shareholders would observe that there was an item for underwriting commission in the payments they had made. He did not think that they had given too much in the way of cash commission. It would be very much better for the company in the future to have paid a small amount in cash for underwriting rather than to have a very large commission in the future. If hard work could achieve success in this company, they would have a good future. In that event they would have an opportunity of issuing their shares at a substantial premium, and not having constant calls upon them for shares at par, as had been the case in many other companies. He hoped to be able to announce in a few days that they had obtained a settlement and an official quotation on the Stock Exchange. They would no doubt have to make a call upon the shareholders before very long, but he was sure the business going which would probably require money. They had had several propositions put before them, which he hoped would lead to satisfactory business in the future. Of course this company was to a certain extent a finance company, but it must mainly depend on the success of the rubber industry. He wished to emphasise that a fall in the price of rubber was not in any way detrimental to this company. He thought it would be better for the rubber industry as a whole if the price of rubber was lower. Of course at the present time there was a vast amount of adulteration going on, and people were searching on all sides to find substitutes. They had got a body of directors, officers, and officials who were closely connected with work in the East, and with all the advantages that the company possessed he could not help thinking that there was a bright future before the concern.

THE VALUATION OF RUBBER PROPERTIES.

The *Rubber Investor*, in a recent issue published an article on the valuation of the Malayan Rubber Estates which was taken from the *Strait Times*. The publication of this article in an English newspaper has drawn considerable attention to the valuation of rubber estates. It is now stated that the Government of the Federated Malay States intends to take steps against those who value estates without possessing an authority from the Government to act as valuers. This, of course, will do very little good, as everybody who takes out a first-class licence, which costs ten dollars, will become a Government valuer. If the Government of the Federated Malay States desires to protect Federal investors, and I have no doubt that it does, then it should insist that valuers possess certain qualifications beyond the fact that they have seen a rubber estate. The *Rubber Investor* has on many occasions pointed out the great disparity that exists between the values of the different estates. Valuation is the very essence of rubber investment. Rubber planting is an industry, and it can only be carried on successfully if the capital of the company is in proportion to the producing value of the estate. The public has hitherto known so little about rubber that it has taken many things for granted, but it learns each day, and it now refuses to subscribe to any company unless the names on the prospectus are those of those responsible rubber experts. We shall not always see rubber at 10s. a pound, and nothing is more certain than the fact that working costs on rubber estates will gradually mount up, whilst the price of rubber is equally certain to fall. Therefore the valuation of an estate becomes of immense importance. Take for example the Seombor Ajoie. This estate is valued by Mr. B. Ogley at £51,551 for the 1,300 ac. In October, 1907, the same promoter valued the same plantation, containing 2,371 acres, with an issued capital of £25,500, so that we got in 1907 over a thousand acres more land at less than half the price. It seems to me there must be something wrong somewhere, either Java Plantations are absurdly undervalued, or Seombor Ajoie is grossly overcapitalised. Rubber is an industrial undertaking, and must be treated from a hard business point of view. The *Strait Times* is very outspoken, and it is doing a great service to the investor in its persistent criticism of the valuation of estates. Only the other day it pointed out a difference of many thousands of pounds between the valuation of two well-known men, but this was a local paper which has not yet been put on the London market. It would be as well, however, for investors carefully to watch the prospectuses of Malay properties as they appear, and note the valuations. It is quite a moot point whether promoters are legally entitled to omit from their prospectuses valuations that differ from those stated in the documents itself. Certainly, if the directors have any knowledge of the lower valuation they are running a great risk in omitting all mention of it when they ask the public to subscribe. It is the omission of a material fact; indeed, the most material fact connected with the property.

English and American Girlhood: A Comparison.

In England it is the boy of the family who is first considered: in America it is the girl. Every roughness is smoothed from her path: she is in a rule spared all responsibilities, and, if necessary, innumerable sacrifices are made in order that her girlhood should be as gay and as free from care as possible. In short, her life is apparently to be one perpetual round of enjoyment with practically few or no serious demands upon her time.

The spheres of girl-life are sharply defined. Thus the "college" girl and the "society" girl represent entirely different sides of girl-life. The "society" girl is perhaps the most characteristic product of her country and the one to be most frequently encountered. Adaptability being one of the keynotes of her character, coupled with an unusually quick and observant mind, she is a delightful companion. "In her thirst for 'being up to date' she is equally interested in clothes and culture. Clubs such as the Ilioviv Club and the Magazine Club digest the world for her, and provide her with neatly-worded toasts, compliments, and every other social requisite. Her conversation is, therefore, usually brilliant, especially as she always possesses that sense of duty to herself and to her hostess which causes her to exert every faculty in order to show herself off in the best possible light. She has the infinite capacity for taking pains in her dress which amounts in this case to positive genius. Her English sister, with considerably more natural possibilities, such as complexion, hair, and general health, lacks the realization as a duty of good dressing and best attention to small details which go so far to make up the general appearance of a well-dressed woman.

Owing to the state of politics both national and municipal, it is almost impossible for the women of the country to take any real interest in such topics as they do in England; and nothing more surprises the average American than the interest and deep knowledge which English women display in political affairs. The majority of American women are not interested in questions of national importance; their interests rarely extend beyond the town in which they live, sometimes to the State, but rarely to the nation at large. It is a curious and notable fact that in the 'rearest democracy in the world the trend of feeling is far more individualistic and local than collective and national. There are very few links, usually none, between the American girl and her fellow-citizens. She has her own set; but the lower classes, so termed, hardly come within her horizon. At any rate far less so than is the case with her English sister, in whom the feeling is still so strongly implanted that the well-being of those who were, and are still more or less, subordinates is a matter of genuine concern.

Among the American girls the debutantes of the year keep exclusively to themselves; so do the girls who have been out for a couple of years, while between girls and married women there is very little social intercourse. Obviously the American girl is a great loser by this separation of the ages, for she misses the immense advantage of hearing about life from older, and therefore more mature, minds. Her self-sufficiency is largely the product of her education, which, as a rule, has been gleaned from books. Moreover, as her associations are with a new country and with new enterprises, she has little reverence for antiquity, whether of person or of custom, and utility or pleasure are the chief guides of her judgment. True, she has a curious admiration for the past, and is, on the whole, more romantic than her English cousin; but it does not enter into her everyday life, for she is often completely ignorant of her financial position, and is absolutely dependent upon him for every penny. The idea of marriage settlements or a definite allowance is abhorrent to the American mind; and yet, when all is said and done, the American woman, with all her independence, is the most dependent of women; for is not he who holds the purse-strings after all the real master?

In no other country does one feel more profoundly that the women are largely what the men have made them. It is more than probable that the large number of divorces in America are due to the unconscious desire on the part of the woman to find a real partner and comrade in life instead of the mere financial agent that the average American man is contented to be.

It seems well-nigh impossible that with all her wonderful brilliancy and energy of mind, the American woman should fail in the future to bring her great talents to bear on the national life. At present these talents are so largely wasted; but there are signs that the awakening is at hand, and one cannot but believe that it will not be long before the American girl and woman awaken to the fact of the important part they have to play in the social welfare of their country.

To-day the English girl and woman seem to be in a state of transition, and one can only hope with confidence that the English women of the future will be able to apply their natural practical instincts to the solution of the many social problems of the day, in which they already take so large an interest. At the same time they would do well to take a leaf out of the book of their American sisters in the art of making the best of themselves both in looks and conversation. It is also about time that the English girl should abandon the attitude of past generations of her sex in regarding every man in the light of a possible husband, and should begin to cultivate that habit of mind which makes real friendship and comradeship between the sexes a possibility.—*Times*.

WOMAN'S



CHARMS

Of Skin, Hands and Hair

CUTICURA

For preserving and purifying the skin, scalp, hair and hands; for allaying minor irritations of the skin and scalp and imparting a velvety softness; for sanative, antiseptic cleansing and, in short, for every use in promoting skin health and bodily purity, Cuticura Soap and Cuticura Ointment are unsurpassed.

Sold throughout the world. Depot: London, 27, Cannon-street. In America, New York, 15, N. 5th-st. In Australia, Melbourne, 15, N. 5th-st. In India, Calcutta, 15, N. 5th-st. In Japan, Yokohama, 15, N. 5th-st. In China, Hong Kong, 15, N. 5th-st. In the Straits, Singapore, 15, N. 5th-st. In the Philippines, Manila, 15, N. 5th-st. In the West Indies, Havana, 15, N. 5th-st. In the South Seas, Sydney, 15, N. 5th-st. In the Arctic, London, 15, N. 5th-st. In the Antarctic, London, 15, N. 5th-st.

knowledge of business and who pride themselves on being able "to size up" a man. They have probably travelled to New York and to Chicago, and their standard measure is outward success, not perhaps always of dollars, but invariably of prominence in the public eye. The English girl is frequently brought in contact with life as it is lived in different parts of the Empire, for some of her men-folk are sure to be possessed by Wanderlust, which has so often developed into the power of colonizing. The interests in her life are world-wide instead of local, and this is reflected in all she does. Her very character extends from Lebanon to Lerbombo, and her interest in sport from polo in India to cricket in Australia. These are the two keynotes of an English girl's life—politics and sport—and they are both indulged in with that cleanliness and vigour which are only possible through health of body and mind, and, perhaps, an accompanying element of rustic dulness.

By nature the American girl is colder and less emotional than the English girl, and her attitude towards men is one of unflinching good comradeship. Yet at the same time women are considered by the American man as a race apart, who must be placed upon a pedestal and propitiated by much attention and many offerings. In a sense the chivalric instinct is almost too deeply implanted in the American man, and in many of his ideas concerning women he is, although he would be loath to be told so, curiously medieval. And here again we come upon one of those deep lines of cleavage which divide the American ideals for womanhood from the English. In England, before marriage, the man and the girl see comparatively little of each other, but after marriage the common life is a necessity and the woman must be prepared to study his interests and to make them more or less her own. In America, before marriage, the man and the girl are excellent friends and comrades, enjoying much freedom in their intercourse; after marriage the two seem to lead separate lives. The man is wholly wrapped up in his business, and the woman, when her work in the house is over, devotes most of her energies to the pursuit of social pleasures. In fact, they cannot really be said to lead a common life. To a large extent this is the man's fault; for he as a rule considers his wife such a delicate object that she is, so to speak, put under a glass case, and all cares and worries and even rightful responsibilities are carefully kept from her. She takes no active part in the man's everyday life, for she is often completely ignorant of his financial position, and is absolutely dependent upon him for every penny. The idea of marriage settlements or a definite allowance is abhorrent to the American mind; and yet, when all is said and done, the American woman, with all her independence, is the most dependent of women; for is not he who holds the purse-strings after all the real master?

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box, 33. Telephone No. 12.
Telegraphic Address: KUNSA CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE Public is hereby informed that KO PAT SAN (何發祥), formerly Assistant Solicitor in the Firm of YEE MEE & Co., of 101, Jervois Street, Hongkong, is no longer in their employ. The aforementioned Company will not be responsible for any debts he may contract on their behalf after this date.
Hongkong, 28th July, 1910. [874]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road, Central, 1st Floor.
Hongkong, 28th July, 1910. [876]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION, On THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong—
The following VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:—
All that Piece or Parcel of ground situate at Victoria aforesaid registered in Land Office as Inland Lot No. 107, together with the messuages thereon known as Nos. 41, 43, 45, and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Trian 999 years from 8th May, 1852. Annual Crown Rent, £15.
The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. JOHNSON, STOKES & MASTER, the Vendor's Solicitors.
For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to
Mr. GEO. P. LAMBERT, The Auctioneer.
Hongkong, 28th July, 1910. [877]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo involving the discharge or remaining on board after 4 p.m. on the 29th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 27th July, 1910. [14]

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA,"

Captain Baile, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. Consignee delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Aug., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Pennymania" from New York.
Ex s.s. "Sines" from South Africa.
Ex s.s. "Felix" from South Africa.
Ex s.s. "Kito" from South Africa.
HAMBURG-AMERIKA LINE
Hongkong Office
Hongkong, 27th July, 1910. [872]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"WELSH PRINCE,"

Consignees of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Aug., at 2.30 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th Aug., or they will not be recognized.

No Fire Insurance has been effected.

ARNOLD, KARBURG & Co., Agents.
Hongkong, 27th July, 1910. [873]

NEW ADVERTISEMENT

WANTED.

BOARD and RESIDENCE in Kowloon with English Family. State terms to—"O.K."
Care of "Daily Press" Office.
Hongkong, 26th July, 1910. [875]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF \$5.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th July, to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. [822]

THE WEST POINT BUILDING COMPANY, LTD.

AN INTERIM DIVIDEND OF \$1.00 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th July, to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. [824]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF One Dollar (\$1) Per Share for the Six Months ending 30th June, 1910, will be Payable on the 30th July, 1910, on which Date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th July, 1910, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & Co., General Managers.

Hongkong, 25th July, 1910. [864]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS of the Company will be held at the Office of the Company, HOTEL MANSON, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary.

Hongkong, 12th July, 1910. [825]

FOR SALE

NOW ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th June, 1910.

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 1st August. Hongkong, 27th July, 1910. [371]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffs for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.
By Order, T. F. HOUGH, Clerk of the Course.
Hongkong, 26th July, 1910. [865]

VIENNA CAFE CO., (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office).

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [855]

NOTICE.

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that unless the following Goods stored on accounts of the FIRM CHU CHEONG LAN (周昌來), late of Hongkong, Macao and Canton, since 1907, are cleared from our Godown and the landing and storage charges due thereon, be paid before the 31st inst., they will be sold by Public Auction on account and risk of the concerned.

No. 10, 16/19, 25, and 29/30—
8 Bales Coloured Glazed Paper.
DADY BURJOR & Co.,
28, Des Vaux Road Central.
Hongkong, 21st July, 1910. [850]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

The Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co.
(Machinery Dept.), Hongkong.
7481

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.

Hongkong, 27th January, 1910. [364]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [432]

TO LET

FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board, Tennis Court. To be Opened October 1st.

Apply—

5, KANTON TERRACE, KOWLOON.
Hongkong, 19th July, 1910. [841]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—

J. HENNESSEY SETH,
No. 4, Ice House Street.
Hongkong, 2nd July, 1910. [795]

TO LET.

A WELL-FURNISHED ROOM to be Let.

Could be arranged for a Married Couple, or 2 Bachelors.

10 Minutes from tower.

Apply—

"PERMANENT,"
Care of "Daily Press" Office.
Hongkong, 27th July, 1910. [868]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [325]

TO LET.

No. 14, SEYMOUR TERRACE, from 1st July.

Apply to—

COMPTON & DEPT.,
Care of Messrs. GRIB, LIVINGSTON & Co.
Hongkong, 7th June, 1910. [724]

TO LET

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st July, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street.

Messrs. PERCY SMITH & FLEMING, 5, Queen's Road.
Hongkong, 2nd June, 1910. [440]

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—
C. A. B. D'ASSUMPCAO,
75, Praia Grande, MACAO.
Hongkong, 6th June, 1910. [862]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed House, Macao.

GODOWN, DE, Duddell Street, No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No. 9, BEACONSFIELD ARCADE (Shop). PREMISES at SHIMMER CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—Tos Chest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th July, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [730]

TO LET.

NOS. 2 and 3, GOUGH HILL (104, PEAK), as one or two HOUSES, Furnished or Unfurnished.

Apply to—
Messrs. S. J. DAVID & Co.
Hongkong, 29th June, 1910. [782]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Weng Nei Chong Road. No. 11, LIPON TERRACE.

OFFICES in YORK BUILDING. No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 27th July, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st July, 1910. [781]

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road, Central.
Hongkong, 3rd March, 1910. [363]

TO LET.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th March, 1910. [95]

TO LET.

No. 2, HOLLYWOOD ROAD.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road Central.
Hongkong, 4th July, 1910. [800]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

With Which is Incorporated THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1909 \$19,875,357.

I. Authorized Capital ... \$6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0

II. Fire Funds ... 3,488,136 6 7
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co., Agents.
Hongkong, 19th July, 1910. [783]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 33SG. at \$5.47 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.,
Pongkong, 6th March, 1907. [38]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSE INDIA COMMERCE BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

FORTHCOMING EVENTS.
Saturday, 6th August—Fourth Meeting of the Hongkong Gymkhana Club, at Happy Valley.
Tuesday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS.
ANNU, British str., 1,350, J. B. Harris, 27th July—Shanghai 24th July, General—Butterfield & Swire.
CHINUA, British str., 27th July—Canton.
DAIJI MARU, Japanese str., 354, H. Murayama, 26th July—Yamaguchi, Amoy and Swatow.
EMPEROR, British str., 2,843, P. T. Helms, 27th July—Australia via Manila 28th June, General—Gibb, Livingston & Co.
FRI, Norwegian str., 850, Andersen, 27th July—Dunly 20th July, General—Order.
GHAZER, British str., 3,242, D. A. Cave, 27th July—Shanghai 23rd July, General—Doddwell & Co.
HAITAN, British str., 1,182, J. W. Evans, 27th July—Canton 26th July, General—Doddwell & Co.
KAIFUKU MARU, Japanese str., 3,070, S. Suda, 27th July—Moji 20th July, Coal—Mitsui Bussan Kaisha.
LAISANG, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.
RAINBOW, U.S. cruiser, 6,026, Lt. A. C. Stott, U.S.A., 27th July—Manila 24th July.
SAXONIA, German str., 2,345, Bahle, 27th July—Shanghai 21st July, General—Hammer & Co.
TULIOW, Dutch str., 3,061, A. Pander, 27th July—Amoy 26th July, General—Jaya-China Japan Line.
WELSH PRINCE, British str., 3,218, A. B. W. Sheppard, 27th July—New York 8th June, General and Merchandise—Arnold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
27th July.
Cheongshing, British str., for Canton.
Empire, British str., for Shanghai.
Helene, German str., for Swatow.
Hikasa Maru, Japanese str., for Moji.
Lucicut, German str., for Europe, &c.
Nanyang, British str., for Singapore.
Netherlee, British str., for Moji.
Paklat, German str., for Swatow.
Persia, Austrian str., for Singapore.
Saxonia, German str., for Shanghai.
Shahi, British str., for Shanghai.

DEPARTURES.

27th July.
AMIRAL HAMELIN, French str., for Shanghai.
ANNU, British str., for Canton.
CHANGHAI, British str., for Australia.
HAITAN, British str., for Swatow.
HONG KONG, British str., for Amoy.
KASHING, British str., for Hilo.
KWANTUNG, Chinese str., for Canton.
PRINZ LUDWIG, German str., for Shanghai.
PRINZ WALDEMAR, German str., for Yokohama.
QUINTA, German str., for Swatow.
RAJABURI, German str., for Hilo.

SHIPPING REPORTS.

The British str. Ghaizer reports: Dense fog off Heilshaus.
The British str. Annu reports: Light S.W. wind, fine and clear weather.
The British str. Ghaizer reports: Light winds fine clear weather throughout.
The British str. Haitan reports: Light to moderate S.W. wind and fine weather.
The British str. Empire reports: Fine weather prevailed throughout the voyage.

VESSELS IN DOCK.

July 27th.
Kowloon Dock.—Huangho, Gloria, Shenlee, Paklat, Ulu, Drayfer.
Taikoo Dock.—Union, Nippon Maru, Tai On, Phraung.

PASSENGERS.

Per Annu, from Shanghai, Miss F. Mooney.
Per Empire, for Hongkong from Australia, Miss Bateman, Mr and Mrs Truelove, Mr Truelove, junr, Mr Oates, Capt. Bunji, Eilat Fonseca, Mr E. De Sousa, Mr T. Burgess, Mrs and Miss Baldwin, Mrs A. Stott, for Shanghai, Mr Martinson, for Kobe, Mrs and Misses Farman and Miss Luncock.

STEAMERS PASSED THE CANAL.

July 5th—Benlavers, Carnarvonshire, Manchester Castle, Bambina, Titan. 8th—Diomed, Miyasaki Maru. 12th—Japan, Spezia, Vorwarts. 15th—Hector, Idomeneus, Indrawadi, Pera, Senegambia, Suruga, Tonkai. 17th—Bendoran, Borneo, Glenaton, Golden, Helas, Liberia, Peking, Escotin. 22nd—Atholl, Kamo Maru, Kienan, Vito de la Cicala, York, Ashall. 25th—Ching Wo, Laertes, Lohitan, Yunnan, Indrawadi.
ARRIVALS AT HOME.
July 25th—Palawan. 26th—Argonia, Illyria, Silvia.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"GLEN" LINE OF STEAMERS.
Will be despatched for the above Ports on SATURDAY, the 30th inst.
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 27th July, 1910. [870]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"CARDIGANSHIRE"
Captain W. O. Tyers, will be despatched on above on or about 15th August.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 25th July, 1910. [861]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.E.	P. & O. S. N. Co.	To-day, at 4 p.m.
LONDON, HAMBURG & ANTWERP	GLENTURRET	Brit. str.	—	Owen Jones, R.N.E.	Sheehan, Tomes & Co.	On 7th inst.
LONDON &c. via Usual Ports of Call	ASSAYE	Brit. str.	—	W. O. Tyers	P. & O. S. N. Co.	On 6th Aug., at Noon.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—	Sachs	JARDINE, MATHESON & Co., Ltd.	About 12th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 9th Aug.
COPENHAGEN & ST. PETERSBURG	INDIAN	Dan. str.	—	—	MELCHERS & Co.	End of Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SIAM	Dan. str.	—	—	HAMBURG-AMERIKA LINE	End of July.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 13th Aug.
ANTWERP & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 20th Aug.
MARSEILLES & HAMBURG VIA STRAITS, &c.	MECKLENBURG	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 5th Aug.
MARSEILLES, &c. via Ports of Call.	ERNEST SIMONS	Freest. str.	—	—	MESSAGERIES MARITIMES	On 2nd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WARASA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 9th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th Aug., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 31st Aug.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	LUETZOW	Ger. str.	—	—	MELCHERS & Co.	To-day, at 10 a.m.
TRIESTE, &c. via SINGAPORE, &c.	GERIA	Aust. str.	—	—	SANDER, WIELER & Co.	To-day, at Noon.
NEW YORK	ALDENGA	Ital. str.	k. w.	—	DODWELL & Co., Ltd.	On 30th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	WEAT CASTLE	Aust. str.	—	—	SHAW, TOMES & Co.	About 17th Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 6th Aug., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	REDHILL	Brit. str.	—	—	DODWELL & Co., Ltd.	On 23rd Aug.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th Sept., at 4 p.m.
TACOMA VIA KEELUNG & JAPAN	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th Aug., at 4 p.m.
CALLAO IQUIQUE, &c. via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 10th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	KIKIRO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 25th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
KOBE & YOKOHAMA	MITAZAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
JAPAN	TAJANAS	Dut. str.	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN VIA WEIHAUWEI	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light
TIENTSIN	KUEICHOV	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Aug., at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	—	P. & O. S. N. Co.	About 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	To-day.
SHANGHAI	KEWONGH	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light
SHANGHAI	AUSTRIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 1st Aug., p.m.
SHANGHAI, MOJI & KOBE	BUTUN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Aug.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	DEVANHA	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Aug., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	SEPIZA	Ger. str.	k. w.	—	P. & O. S. N. Co.	About 4th Aug.
SHANGHAI, KOBE & MOJI	FOOSANG	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 12th Aug.
SHANGHAI, YOKOHAMA & KOBE	YEDDO	Dan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th Aug., at Noon.
SHANGHAI	TIKINT	Dut. str.	—	—	MELCHERS & Co.	Half of Aug.
TAKAO, SHANGHAI, PUKOW, HANKOW, &c.	BANCA	Brit. str.	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
ANPING VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 3rd Aug., at 10 a.m.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 31st inst., at 10 a.m.
AMOY, CHEFOO & NEWCHOW	PAOTING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	—	DOUGLAS LARPAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	—	DOUGLAS LARPAIK & Co.	On 31st inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	—	DOUGLAS LARPAIK & Co.	On 2nd Aug., at 10 a.m.
MANILA	YUENSANG	Brit. str.	—	—	DOUGLAS LARPAIK & Co.	On 5th Aug., at 10 a.m.
MANILA	RUBI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	TEAN	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 5th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Aug., at 5 p.m.
MANILA	ZAPRO	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Aug., at 4 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	DAIGI MARU	Jap. str.	—	—	SHAW, TOMES & Co.	On 6th Aug., at Noon.
SINGAPORE, PENANG & CALCUTTA	NABANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 9th Aug.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
BATAVIA, CHEBON, SAMARANG, &c.	TSLIOWONG	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug., at Noon.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW," Capt. W. BARTING	17,300	Thursday, 28th July, at 10 a.m.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. F. ISEKE, 6,100		Saturday, 13th Aug., at D'light

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 26th July, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.,
TACOMA & SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dowall	23rd August.
OCEANO	4,657	F. W. Davies	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 25th July, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Mouton	On 1st Aug., p.m.
MARSEILLES, VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 2nd Aug., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE" Capt. X	On 15th Aug., p.m.
MARSEILLES VIA PORTS	"POLYNESIE" Capt. Brune	On 16th Aug., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
For further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 21st July, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTAGLE" Tuesday, 6th Aug.	
"EMPERESS OF CHINA" Sat., 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF JAPAN" Sat., 8th Oct.	"EMPERESS OF IRELAND" Fri., 4th Nov.
"MONTAGLE" Tuesday, 8th Nov.	

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71 10s. Intermediate on Steamers } £45 } £45.
and 1st Class Railway }
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddis Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID (Taking Cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRIATIC PORTS).
THE Company's Steamship
"PERSIA"
Capt. P. Giurgovich, will be despatched as above TO-DAY, the 28th July, at Noon.
This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Princes' Buildings.
Hongkong, 26th July, 1910. [3]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILING FROM HONGKONG.
FOR NEW YORK.
S.S. "GHAZER" On 30th July.
For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
Hongkong, 7th July, 1910. [810]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"
Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th August, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA" 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 18th September, 1910.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. HEWETT, Superintendent.
Hongkong, 25th July, 1910. [1]

HONGKONG—NEW YORK.



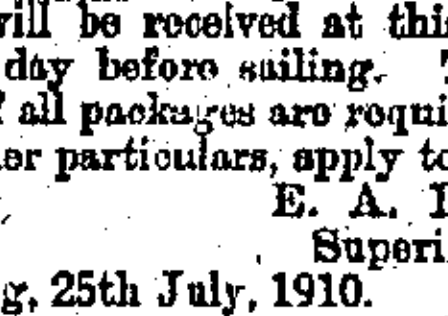
AMERICAN ASIATIC STEAMSHIP CO.
FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast).
"WRAY CASTLE" On or about 6th August.
For freight and further information apply to— SHEWAN, TOMES & Co., General Agents.
Hongkong, 15th July, 1910. [821]

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).
THE Steamship
"ALBENGA,"
Captain Lorenzen, will be despatched to the above Port, on or about the 17th August.
For Freight apply to CARLOWITZ & Co., Agents.
Hongkong, 26th July, 1910. [862]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES.....	SOMALI Capt. A. G. Cullitt, R.N.R.	4 P.M., 28th July	Freight and Passage.
TAKAO, SHANGHAI, PUKOW, HANKOW, TATE and MOI	BANCA Capt. Collyer	On 29th July	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA.....	NUBIA Capt. F. J. Fox	About 29th July	Freight and Passage.
SHANGHAI.....	DEVANHA Capt. H. Powell	About 4th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.....	ASSATE Capt. Owen Jones	Noon, 6th Aug.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 28th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 28th July, 4 P.M.
AMOI, CHERO and NEWCHANG	"PAOTING"	On 28th July, 4 P.M.
SHANGHAI	"ANHUI"	On 31st July, 4 P.M.
MANILA	"TEAN"	On 2nd Aug., 3 P.M.
TIENSIN	"KUEICHOW"	On 2nd Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australia, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN",
"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Wusung.
FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 28th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Saturday, 30th July, Noon.
TIENSIN via WEIHAWEI	"CHEONGHING"	Sunday, 31st July, D'light
SHANGHAI	"KWONGSANG"	Sunday, 31st July, D'light
SINGAPORE, PENANG & CALCUTTA	LAISANG	Wed. day, 3rd Aug., Noon.
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANO," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 215, Sul. Ekoh. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 28th July, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN	"SIAM"	End of July.
SHANGHAI, YOKOHAMA and KOBE	"LEDEO"	Half of August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 26th July, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 29th July, at 10 A.M.
"HAIYANG"	Capt. A. E. H. dgins	TUESDAY, 2nd Aug., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	SUNDAY, 31st July, at 10 A.M.
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Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).
During the Months of July, August and September, a Special Reduction of 20% on
Fares to Fochow and Return will be allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th July, 1910.



CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Bodger	Manila	On 30th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 6th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.
S.S. ALESIA	26th Aug.
S.S. AMBRIA	8th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

NIPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hagino, WAKASA MARU Capt. N. Nielsen, ATSUTA MARU Capt. Wm. Thomson,	7,000 7,000 9,000	WED'DAY, 3rd Aug., at Daylight WED'DAY, 9th Aug., at 4 P.M. WED'DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao,	7,000	SATURDAY, 13th Aug., from Korr.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 15th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 3rd Aug., at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	5,000	WED'DAY, 3rd Aug.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Marai,	9,000	THURSDAY, 4th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. Teranaka,	5,000	TUESDAY, 9th August.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER

Hongkong, 23rd May, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico)

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUYO MARU	10,500 "	" " " " Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" " " " Dec. 21st, at Noon.

For particulars apply to

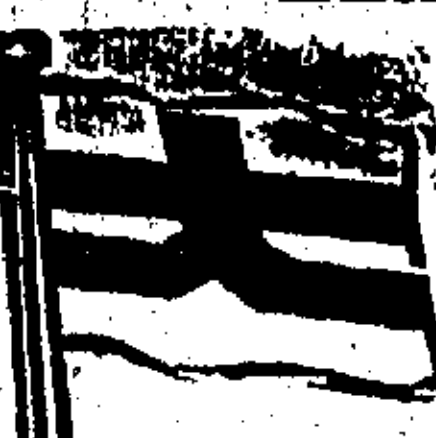
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto "TACOMA MARU" Capt. H. Yamamoto	6,182 6,178	WED'DAY, 10th Aug., at Noon WED'DAY, 7th Sept., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOI	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 31st July, at 10 A.M.
ANPING via SWATOW & AMOI	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOI & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 4th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to
Shanghai in connection with the Nanking Exposition from June 1st, 1910.

For Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.
The Newly Built Steamers: "CHOOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water, only. Quadruplicate
filtration. Absolute purity assured. Plant open
to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

[537]

THE TIENSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters
and Tugs and is prepared to undertake
the Discharge of Steamers and Lighters
between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD.

TONGKUI.

Estimates for all Classes of ENGINEERING
and FOUNDRY WORK, also for Docking and
Painting Vessels, given on application to—
BUTTERFIELD & SWIRE,
Managers,
Tientsin.

Hongkong, 27th July, 1910.

[869]

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan*
arrived at Shanghai at midnight on the 24th
instant, and left again at 10 p.m. on 25th inst.
for Hongkong, where she is due to arrive at
8 a.m. to-day.

The M.M. str. *Australia*, with the French
Mail of the 3rd inst., and mails from London
of the 2nd inst., will leave Saigon on the 28th
inst., at 8 a.m., and may be expected to arrive
here on the 1st prox., at daylight.

The AUSTRIAN MAIL.
The N.Y.K. str. *Kumano Maru* (Australian
Line) left Thursday Island for this port via
Manila on the 21st inst., and is expected here
on the 1st prox.

The P.M. str. *Siberia* arrived at Manila on
the 24th instant a.m., and is due to arrive here
on the 1st prox., at noon.

The P.M. str. *China* from San Francisco
arrived at Yokohama on the 24th instant, left
that port en route to Hongkong on the 25th
instant, and is due to arrive at this port on the
3rd prox.

The P.M. str. *Manchuria* left San Francisco
on the 12th instant for Hongkong via Hono-
lulu, Yokohama, Kobe, Nagasaki and Shanghai,
and is due to arrive at this port on the 6th
prox.

The T.K.K. str. *Kiyo Maru* from South
American and Mexican ports, arrived at Yoko-
hama on the 25th instant, and is due to arrive
here on or about the 16th prox.

The O.S.K. str. *Tacoma Maru* left Tacoma
for this port via Japan and Manila on the 23rd
inst., and is expected to arrive here on or about
the 30th prox.

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.
For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Empress of Japan with the Canadian mail left Shanghai on Monday, the 25th instant at 10 p.m. and may be expected here today.
The Australia with the French mail of the 1st instant will leave Saigon on Friday, the 29th instant, at 8 a.m., and may be expected here on or about Monday, the 1st prox., at daylight.
The Siberia with the American mail is due to arrive here on Monday, the 1st prox., at noon.
The Kwanglee, with the Siberian mail, is due here on Saturday, the 30th inst.

FOR	PER	DATE
Europe, &c., India via Tuticorin	Luetow	Thursday, 28th, 9.00 A.M.
Singapore, Penang and Calcutta	Persia	Thursday, 28th, 11.00 A.M.
Macao	Sui Tai	Thursday, 28th, 1.15 P.M.
Shanghai	Chinua	Thursday, 28th, 3.00 P.M.
Amoy, Chafce and Newchwang	Peking	Thursday, 28th, 3.00 P.M.
Singapore, Penang and Colombo	Sonali	Thursday, 28th, 3.00 P.M.
Shanghai	Welsh Prince	Thursday, 28th, 5.00 P.M.

Swatow, Amoy and Foochow	Haitan	Friday, 29th, 9.00 A.M.
Hoihow, Singapore and Bangkok	Taitan	Friday, 29th, 9.00 A.M.
Bangkok	Rajaburi	Friday, 29th, 11.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Typhoon	Friday, 29th, Noon.
Macao	Sui Tai	Friday, 29th, 1.15 P.M.
Manila	Yensan	Friday, 29th, 3.00 P.M.
Manila, Nagasaki, Kobe, Yokohama and Seattle	Minamoto	Saturday, 30th, 10.00 A.M.
Manila	Itabi	Saturday, 30th, 10.00 A.M.
Singapore, Penang and Calcutta	Nameng	Saturday, 30th, 10.00 A.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Shanghai
SIBERIAN MAIL TO EUROPE

Shanghai
SIBERIAN MAIL TO EUROPE

Europe, &c., India via Tuticorin
(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Manila	Tuen	Tuesday, 2d, 11.00 A.M.
Tientsin	Kueichow	Tuesday, 2d, 3.00 P.M.
Batavia, Samarang and Sourabaya	Gienfury	Tuesday, 2d, 4.00 P.M.
Singapore, Penang and Colombo	Kaga Maru	Tuesday, 2d, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Kimano Maru	Wednesday, 3d, 11.00 A.M.
Singapore, Penang and Calcutta	Loisang	Wednesday, 3d, 11.00 A.M.
Kobe and Yokohama	Miyoshi Maru	Thursday, 4th, 11.00 A.M.
Swatow, Amoy and Foochow	Weiching	Friday, 5th, 9.00 A.M.
Manila, Thursday 1st, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Nikko Maru	Friday, 5th, 11.00 A.M.
Moji, Kobe, Yokohama, Hakodate, San Francisco and Portland	Henrik Ibsen	Friday, 5th, 11.00 A.M.
Manila	Loonwang	Friday, 5th, 3.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO

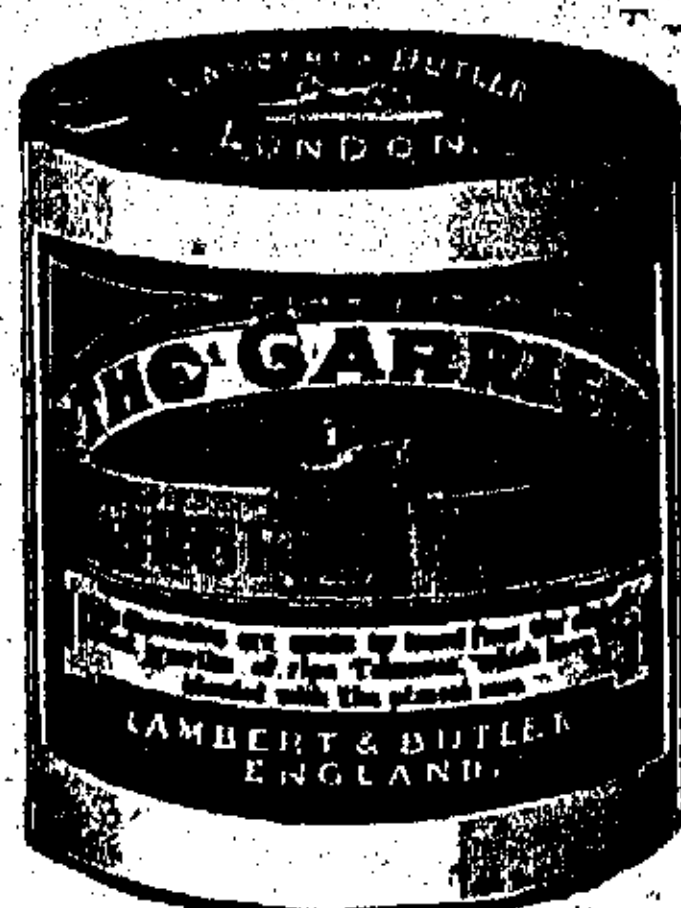
FANS! FANS! FANS!

There are FANS and FANS but the FREEZER FAN is the best and better still if it has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans
where Electric current is not available, or Battery and Electric Accumulator Fans for the Outports.
Anything to keep cool but the "OZONATOR" has caught on, and will soon be indispensable.

The Ozonator
Globe and Sponge
can be fixed to the guard of any fan at little cost, and the fluid Ozone can be obtained at any of the Pharmacies.
One bottle of concentrated essence supplied free.

For Particulars and Prices Ring up Electrical Dept. 358.
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.



CONSTANT GROWTH

Signifies

CONSTANT MERIT

"The Garrick"

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO., LD.



SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 27TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	26	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$11.40, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COFFIN MILLS.				
Ewo Cotton Spin. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$7	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$6	\$6	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 119.
ENVIK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$6.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$31, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$135, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$112, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$74.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$205, sal. & sel.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$204.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Hampden Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$34, sellers
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 110.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$39, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$7.
MINING.				
Société Française des Carrières de Tonkin	16,000	Fes. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	\$1	\$7, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	75,000	\$10	\$1	\$100, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$165, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Pine Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$28	\$28, sales
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$6, sal. & L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$25	\$1	\$5, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$13, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$26, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$24, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$114, sellers
Union Waterboat Co., Limited	100 fduers	\$10	\$10	\$300.
RUBBERS.				
Anglo-Malays	—	—	—	5/9
Balgownie	—	—	—	26/6
Batu Tiges	—	—	—	\$17 (Sta.)
Bukit Kajangs	—	—	—	113/6
Castlefields, fully paid	—	—	—	63/6
Cheriot	—	—	—	125/-
Eastern and International	—	—	—	32/6
Highlands and Lowlands	—	—	—	77/6 prem.
Kamunings	—	—	—	124/-
Kuala Lumpur	—	—	—	8/- prem.
Lahar	—	—	—	19/6
Leobury's	—	—	—	\$2100
Linggis	—	—	—	58/-
London Asiatics	—	—	—	15/3
London Ventures	—	—	—	7/-
Merlemaus	—	—	—	8/-
Pegohs	—	—	—	\$38 (Sta.)
Sapongs	—	—	—	34/-
Shelfords	—	—	—	—
Singapore and Johore	—	—	—	\$15 (Str.)
Sumatra Paras	—	—	—	14/6
Sungai Kapura	—	—	—	—
United Serdangs	—	—	—	135/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Per.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

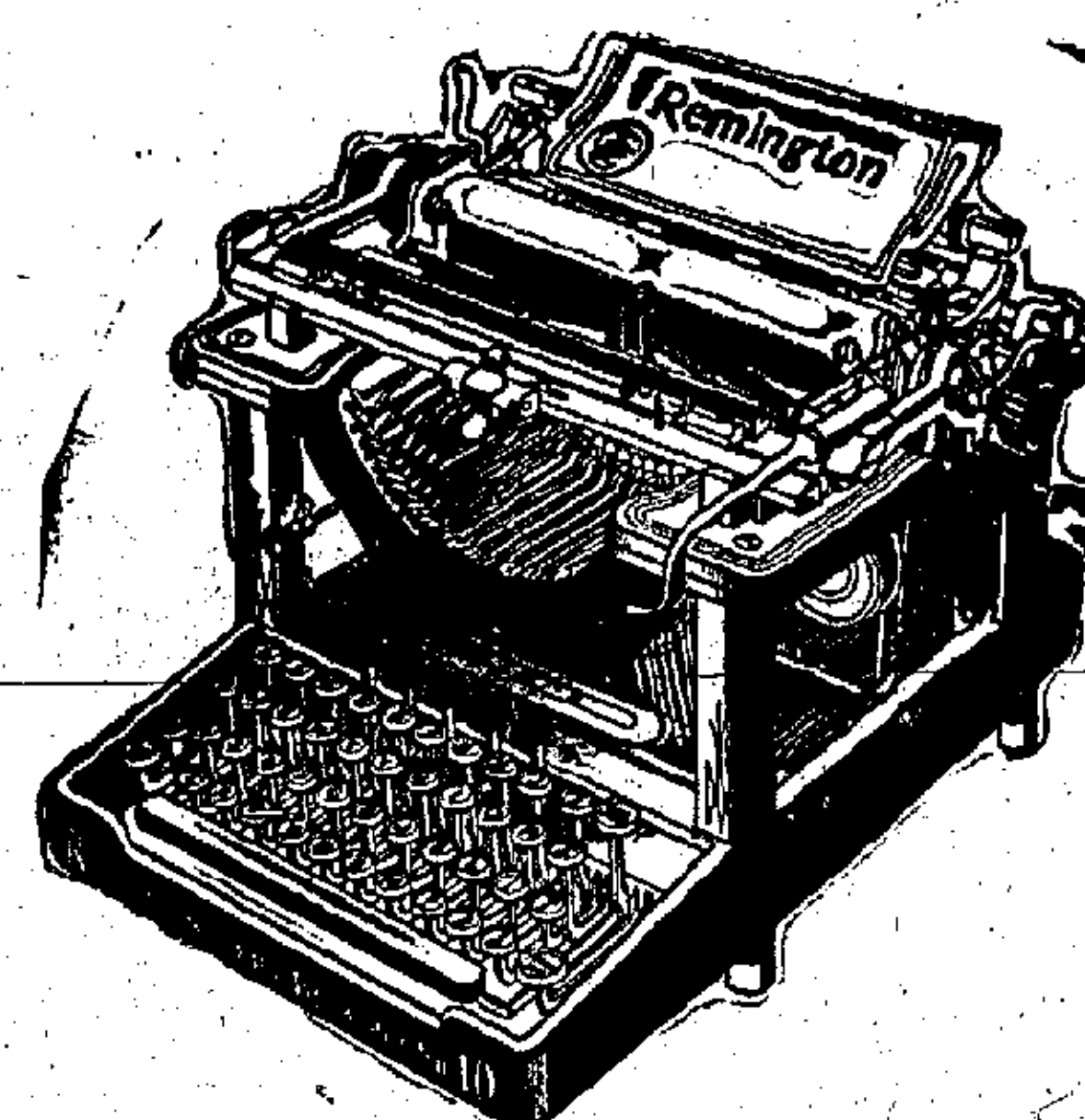
ON LONDON:—	July 27th.
Telegraphic Transfer	1/94
Bank Bills, on demand	1/94
Bank Bills, at 30 days' sight	1/94
Bank Bills, at 4 months' sight	1/94
Credits, at 4 months' sight	1/94
Documentary Bills, at 4 months' sight	1/94
ON PARIS:—	
Bank Bills, on demand	233
Credits, at 4 months' sight	227
ON GERMANY:—	
On demand	1614
ON NEW YORK:—	
Bank Bills, on demand	434
Credits, at 60 days' sight	444
ON BOMBAY:—	
Telegraphic Transfer	1324
Bank, on demand	133
ON CALCUTTA:—	
Telegraphic Transfer	1324
Bank, on demand	133
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	74
ON YOKOHAMA:—	
On demand	863
ON MANILA:—	
On demand—Pesos—87	
ON SINGAPORE:—	
On demand	753
ON BATAVIA:—	
On demand	1063
ON HATYONG:—	
On demand	21 1/2 pm.
ON SAIGON:—	
On demand	21 1/2 pm.
ON BANGKOK:—	
On demand	81 1/2
GOVERNMENTS, Bank's Buying Rate	\$11.25
GOLD LEAF, 100 fine, per seal	\$58.70
SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10 "	\$7.65
Hongkong	20 "	\$6.95
Hongkong	10 "	\$7.38

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

SIEMSEN & CO.,
Machinery Dept.

OPIMUM.

July 26th.

Quotations are:—	
Malwa New	11,950/2,000 per picul.
Malwa Old	12,010/2,050 "
Malwa Older	12,060/2,100 "
Malwa V. Old	12,110/2,150 "
Persian extra quality	11,400/1,500 "
Persian extra fine	12,100 "
Patna New	11,780 per chest.
Patna Old	11,750 "
Bombay New	11,750 "
Bombay Old	11,720 "

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A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

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